

DEATH AND DISASTER MET IN A DENSE VEIL OF TREACHEROUS FOG

Six Score Lives Go Out With the Sinking of Rio de Janeiro in San Francisco Bay.

Steamer Runs Afoul the Fort Point Rocks and
Sinks at Daybreak—Captain and Pilot
Lost in Taking a Chance in
a Game With Fate.

SAN FRANCISCO, Feb. 23.—The Pacific Mail steamship City of Rio de Janeiro went down yesterday morning at the Golden Gate and one hundred and twenty-two human lives and a king's ransom in treasure were lost. Within the harbor which should have meant security after a voyage of storm and distress, human beings struggled and fought for their lives against the elements, for the sea was as calm as a sea of glass and the winds were stilled, but against the death damage that the rocks had done.

Wrapped in a shroud of fog, within hearing and it seemed almost within a stone's throw of the city, these human creatures met death in its most awe inspiring dread form. The accident in every phase was without parallel in marine disasters on this coast. Other ships had sunk at sea in the midst of frightful storms. Others had foundered because of their incapacity to struggle against the elements, but the City of Rio de Janeiro, after a journey of thousands of miles, through storm and violent weather, struck upon the rocks and went down in its home port.

Death Swift and Sure.
It was all over in ten minutes. In ten minutes after the Rio de Janeiro struck on Fort Point reef, in sight of land, had the muggy fog permitted, she had filled, settled and sunk and more than half her passengers and crew remain unaccounted for in the tale of the dead and living. In the dark hour that comes before the dawn sleeping men and women were rudely, violently summoned to meet their Maker on the instant and without warning.

The women were calm. It may be they did not realize the imminence of the danger, or it may be that in moments of strong emotion women have more control of themselves than men; but it is true that not until the final moment, when the ship broke her back and sank with a roar of escaping steam, were the voices of women and children raised in lamentation or fright.

Some were drowned sleeping in their beds, many were carried under in the devouring suction of the whirlpool and never rose again, and many drifting about in the black and blinding fog went down from exhaustion in the waters before help came. It is told how men in the boats could hear the screams of swimmers in their agony, but could not reach them before they sank forever, drowned in the dark like a rat in a hole.

Most Unequal Struggle.
It was save yourselves who can on an ebb tide running out to sea like a mill race and this may serve to account for the fact that only three or four women are among the survivors. Out of a total of 234 souls on board 119 are reported drowned and 115 saved, so far as can be ascertained. The children all perished.

Many were carried out to sea floating on spars and wreckage, or rafts, and were never heard of again. The incoming ship Harbinger, which passed the night anchored in the fog near the Rio, picked up a raft many miles out to sea on which were Dr. Arthur O'Neill and eight Chinese. It was pure luck that threw them across the path of the ship.

The Government tugs Sternberg and Shocum went out in search of other drifting rafts reported to have gone out with the tide, but they found nothing.

GRAPHIC DESCRIPTION OF A NIGHT OF HORROR

On the steamer Captain Ward and Pilot Jordan had retired the night before with the vessel safely at anchor on the bar, leaving Chief Officer J. C. Johnson on the bridge, with instructions to call them directly the weather cleared. They were called at 4 o'clock and immediately tumbled out, and Captain Ward ordered the anchor raised. In half an hour the ship was under way, with the Captain, pilot, chief officer and two quartermasters on the bridge. The master and the pilot congratulated each other on the sudden lifting of the fog and on the prospect of an early arrival in port.

The steamer was in the middle channel and Pilot Jordan got a good bearing on Point Bonita and set his course.

Then it was that the heavy fog came down upon them as suddenly as it had lifted an hour before. The steamer was slowed down and the Captain and pilot consulted as to whether they should proceed. A number of the passengers, awakened by the hauling in of the anchor, had

THOSE WHO WENT DOWN WITH THE RIO.

PASSENGERS.

WILLIAM A. HENSHALL, attorney of Honolulu.
DR. ONKAWARA, a Japanese physician from Honolulu.
MRS. OKAWARA, wife of the doctor.
JAPANESE SERVANT of Mrs. Onkawara, name unknown.
LEONG CHUNG, well-to-do Chinese student.
CHARLES E. JACOX, steamer passenger from Honolulu.
MR. ODA, Japanese merchant from Honolulu.
MR. SAKUPAI, Japanese merchant from Honolulu.
MR. TAKATA, Japanese merchant from Honolulu.
MRS. TAKATA, wife of Mr. Takata, of Honolulu.

ROUNSEVILLE WILDMAN, United States Consul-General at Hongkong.

MRS. ROUNSEVILLE WILDMAN, wife of the United States Consul.
ROUNSEVILLE WILDMAN, Jr., son of the United States Consul.
DOROTHY WILDMAN, daughter of the United States Consul.
MISS KATE REIDY of San Francisco, governess of Wildman children.

MRS. SARAH W. WAKEFIELD of 1017 East Twenty-Seventh street, Oakland.
MISS NAOMI WAKEFIELD, daughter of Mrs. Wakefield.
MISS S. ROWENA JEHU of Chestnut and San Jose avenues, Alameda.

ALFRED HART, jewelry of Manila, formerly of San Francisco and Los Angeles.

MRS. ALFRED HART, wife of Alfred Hart.
HARRY GUYON, painter of Petaluma.
DR. WILLIAM E. DODD, oculist of Butte, Mont.

ANGELO GUSSONI, foreman Lowry Sugar Plantation, Maui, M. I.
Y. SAWAII, Japanese from Yokohama.
WILLIAM M'PHEE of San Francisco; was on his way home from Honolulu.

W. A. WOODWORTH of Denver.
MRS. W. A. WOODWORTH of Denver.
H. C. MATHESON of Yokohama.

H. F. SEYMOUR, editor of the "American," Manila.
F. SAKO, Japanese from Yokohama.
Y. SAWAII, Japanese from Yokohama.

MRS. DIKA HAMASOKE from Yokohama.
MISS HIKIASEKI, Japanese from Yokohama.
MISS M. HAMASAKI, Japanese from Yokohama.

SERRIUIRO TAUIMURO, Japanese from Kobe.

CHINESE.
As nearly as it can be ascertained, the number of Chinese passengers lost on the vessel was twenty-four.

OFFICERS AND CREW.
CAPTAIN W. WARD of San Francisco.

J. C. JOHNSON, First Officer, a Russian Finn, resident of San Francisco.
JOHN ROONEY, Purser, resident of Ocean View.

R. T. MACCOUN, First Assistant Engineer, of 1001 Sutter street, San Francisco.
T. H. BRADY, Second Assistant Engineer, of 1129 Folsom street, San Francisco.

W. A. MUNRO, Third Assistant Engineer, of 35 Standford place, San Francisco.
HARRY A. SCOTT, Chief Steward, lived at Windsor Hotel, San Francisco.

MRS. J. L. DORMANN, stewardess, lived in Sailor's Home, San Francisco.
D. A. CARVIN, Quartermaster, lived on the steamer.

EDWARD BARWICK, butcher, lived at 544 Olive avenue, near Laguna street, San Francisco.
A. MALCOLM, saloon watchman, lived on the steamer.

JOHN A. MARTIN, steamer watchman, veteran G. A. R., lived at 507 Mission street, San Francisco.
J. H. SMITH, water-tender, lived at 13 Rincon avenue, San Francisco.

M. H. LEWIS, water-tender.
FRED B. GREENWAY, oiler.
P. WALTER SMITH, oiler.

CHINESE CREW.
The steamship company estimates that of the Chinese members of the crew thirty-six were drowned.

THOSE WHOSE LIVES WERE SPARED.

PASSENGERS.

JAMES A. CARPENTER, mining engineer of Oakland.
RUSSELL HARPER, newspaperman of Nagasaki.
E. H. LONG, produce shipper of Petaluma.

CAPTAIN LUTHERAN MAX HECHT, German army officer.
WILLIAM BRANDER, London Stock Exchange broker.
MISS FRANCES RIPLEY, seamstress, San Francisco.

ROBERT HOLTZ, German merchant, traveling from Shanghai hom.
PHILIP NUSSENBLATT, tailor from Honolulu, bound to Oakland.
MLLE. GABRIELLE LEHRIN, French maid, of San Francisco.

MRS. KATE WEST, Red Cross nurse, of San Francisco.
WILLIAM CASPAR, fireman on sick leave from the transport Lawton.

E. C. HOWELL, ex-soldier from Hongkong, homeward bound.
J. WADA, Japanese professor, from Honolulu.
CAPT. MAX HECHT, German Naval Officer.

Fifteen Chinese passengers were saved, as far as any record can be obtained.

OFFICERS AND CREW.
CAPTAIN FRED JORDAN, pilot of San Francisco.

C. J. HOLLAND, third officer.
FRED LINDSTRUM, quartermaster.
G. J. ENGELHARDT, freight clerk, home in San Francisco.

E. M. BORG, storekeeper, Hughes House, San Francisco.
FRANK CRAMP, ship carpenter.
F. MATTHEWSON, quartermaster.

GRAHAM COUGHLAN, second officer.
HARRY DONOHUE, steamer steward, of 421 1/2 Bryant street, San Francisco.
P. H. HERLIHY, chief engineer, resident of 2535 Vallejo street, San Francisco.

ARTHUR A. O'NEILL, M. D., ship surgeon, 554 Stevenson street, San Francisco.
JAMES RUSSELL, watchman, lived on the steamer.

D. H. LANE, water-tender, lived on the steamer.
Forty-one of the Chinese crew, it is believed, escaped with their lives.

SUMMARY.

NUMBER OF PEOPLE ABOARD THE RIO JANEIRO.....192

NUMBER BELIEVED TO HAVE BEEN SAVED.....81

NUMBER BELIEVED TO HAVE BEEN DROWNED.....111

WHITE PASSENGERS SAVED.....12

WHITE PASSENGERS DROWNED.....21

WHITE CREW SAVED.....13

WHITE CREW DROWNED.....16

CHINESE AND JAPANESE SAVED.....56

CHINESE AND JAPANESE DROWNED.....74

"Hurry, madam, hurry!" urged Captain Jordan. "We've not a moment to lose!"

Death and Destruction Everywhere.
The big ship pitched forward and rolled over on the little boat at the foot of the gangplank, crushing it like an eggshell. The mizzen mast, torn from its fastenings, keeled over and went crashing down on the third mate's boat, sinking it instantly. Then there was a loud explosion. The water surging up through the bottom forced the air up against the decks and burst them open. Immediately the vessel collapsed and went to the bottom in a whirlpool formed by its own displacement.

The people who had been talking

words of cheer and encouragement, whispering hope, breathing prayer, fighting or struggling for place a moment before were engulfed by the terrible suction.

Down, down they went, twenty, thirty fathoms, some to return to the surface, stunned and bleeding, but more, far more, to remain in the wreckage on the ocean's bottom.

When the sun drove away the fog several hours later, there was nothing in the vicinity of where the Rio had gone to indicate that a big ship had been wrecked in the early morning. The tide had swept the wreckage out to sea, and backed what was left into the bay.

(Continued on Eighth Page.)

HONOLULU'S GLOOM OVER THE TIDINGS

Having World Sympathy Always, Deeply
Moved Now.

SPECIAL CAUSE OF GRIEF HERE

SOME OF THE RIO DE JANEIRO'S
VICTIMS LOCALLY
MOURNED.

The Fortunate Ones Who Booked But
Did Not Take Passage—There Is
Balm in Gilead—Living Man
Mourned.

Honolulu, isolated though it is from the encircling world, has always been sensitive to that touch of nature that makes the whole world kin. When intelligence from without comes to our shores, at comparatively long intervals, whether weighted unusually with either joy or sorrow this community is quick to assume the appropriate tone of sympathy. This is the case even when the tidings have no tangible bearing upon Hawaiian insular concerns. Of few communities if any can it be more truthfully averred that their people rejoice with those that do rejoice and weep with those that weep.

A very recent instance is that of the news of the death of Queen Victoria. It has been claimed by persons of wide acquaintance with communities abroad that probably nowhere outside of British Empire were there more impressive demonstrations of public sympathy with the bereaved nation than in the Hawaiian Islands.

The same social phenomenon has an illustration even where local sentiment is divided, as in following the course of the prolonged agony in South Africa. Is it needed, again, to cite the cases of practical sympathy with human woes far from sight and active influence shown in handsome popular contributions to such funds as those for famine sufferers in India, flood sufferers in Galveston and others similar?

Having the foregoing estimate of this community in mind it would not be the wonderful that appeared when Honolulu exhibited an aspect of woe in every face of its inhabitants upon hearing that an awful catastrophe, like the sinking of the Rio de Janeiro, had occurred within the gates of the nearest port of Hawaii's neighbor country.

—yes, the port with which these islands have always had the greater part of its commerce both of living human and the necessities and luxuries of human existence. When the vessel that carries many lives down to extinction, amidst the swirling of the deep waters occasioned by its own violent dissolution, has been for years a regular visitor to our port bearing our people and their worldly goods between here and the outer world, on every call at this port, the local sympathy with the gloomy tale of disaster is deepened. Therefore, however, becomes the bond of affinity with the calamitous event, added to the circumstances already detailed, the knowledge exists that the parting of the waters to let the Rio de Janeiro down to the ocean sea was the severing for all time of the dearest earthly ties between many persons in the ship and many persons in this midocean city.

Yet there is balm in Gilead. More than one consoling fact enters into the event, to infuse an element of profound gratitude into the profundity of the public grief. It is a great mercy, before any other thought, that, with no external aid for the first terrible hour or two, more than fourscore lives should have been saved out of the appalling situation. And, what comes home to us here, is a certain comparatively slight contingencies prevented many of our friends and neighbors from taking passage in the Rio upon her last sad voyage. Indeed, one instance is given below of a man whose sister is mourning for him over there for lying at the bottom of the deep but who is blessed with life here in Honolulu today.

Some Departed Friends.
W. A. Henshall was one of the most capable lawyers of Honolulu for about six years. Four years ago he married one of Honolulu's fairest and most refined daughters, who was Miss Helen G. A. Long, and it was manifestly a happy union to the end. Mr. Henshall was a genial man and a square one. None knew him but who affectionately deplores his end. Sad to say his life went out in sight of the shore where a meeting with his aged father, the first one in seven years, was mutually anticipated with intense gladness. Mr. Henshall was born at Leeds, England, March 25, 1870. Besides wife and child here and father in San Francisco, he leaves two married sisters in the latter city and four brothers. One of these is George F. Henshall, a member of the Hawaiian Star news staff.

Harry F. Seymour, one of the cabin passengers on the ill-fated Rio de Janeiro and among those drowned, had a wide circle of friends in this Honolulu two years ago. He was here in the interests of a theatrical syndicate. Upon the occasion of the last visit of the Rio to this port, Mr. Seymour spent the entire period in renewing former acquaintances. As the proprietor of the Manila American, he had been daily in the Philippines. Mr. Seymour was given a warm welcome by the newspaper fraternity in this city. He had made arrangements previous to leaving here, to secure a company for the Orpheum.

Charles E. Jacox, who is mentioned elsewhere, was a young man of pleasant ways. He held clerical positions in real estate and newspaper offices here. Latterly he had come into independent means but was not spoiled thereby.

Miss Rowena Jehu had desk room in the Judd block as a stenographer and had the patronage of large concerns. She was very highly esteemed by all who knew her. Becoming afflicted with insomnia she went in the Rio to spend a vacation with her mother, brothers and sisters in San Francisco. Her sister Jennie is a soprano singer with the Bostonians. Miss Jehu herself was a talented singer. She was 28 years of age and a native of California.

A. W. Dodd was a brother of the new Honolulu dentist. He was an old friend of F. M. Brooks the lawyer. Mrs. S. B. Wakefield was a prominent San Francisco lady who had been visiting the Athertons and other friends in the Islands.

Yeung Yong, a Chinese student, left here to enter college. He has a brother a salesman in H. Hackfeld & Company.

A. Gussoni was connected with the Hawaiian Commercial & Sugar Company and was on leave of absence. J. C. Johnson, who is supposed to have boarded the steamer in the channel, is well known in the city. He was an inspector during the plague visitation of 1900.

Then there were Captain Ward and other officers who counted hosts of Honolulu friends.

Rounseville Wildman, the United States Consul-General at Hongkong, who lost his life on the 22nd of last month, it will be remembered, was interviewed by a representative of The Republican on the 12th of February. Mr. Wildman was appointed by President McKinley to a post which, shortly after he accepted it, became one of the most important diplomatic stations under the control of our government owing to the complications that arose out of the Philippine problem. Until the commission was appointed for the islands by President McKinley he was the source of authority concerning American affairs in Asia. His studious habits, wonderful ability to read men and, above all, his marvelous executive ability made him an ideal man for the place. During his brief sojourn in Honolulu Mr. Wildman granted a most interesting interview to The Republican. In which he discussed all the leading questions in the Far East. It was he who first conceived the idea of banishing the rebel leaders of the Philippines to the Isle of Guam. Mr. Wildman was at one time the editor of the Overland Monthly. He was also an author of considerable repute.

Saved Ones.
Among the steamer passengers from Honolulu saved were Miss Frances Ripley of San Francisco, R. W. Long, William Caspar and Philip Nussenblatt.

Had it not been for the Mariposa following the Rio hence within a few days many more people would have taken passage here in the doomed ship. Among these are mentioned Robert Lewers and family and Edwin Paris.

Among those reported as missing by the San Francisco papers, is William McFee of this city. The gentleman is still here, alive and well. It seems that he wrote to his sister stating that he would come home in the Rio. She, expecting him and not knowing that because of a slight illness, he had determined to stay here for a few weeks naturally supposed him to be dead, and handed his name in at the coroner's office. Mr. McFee has concluded to remain in Honolulu indefinitely.

READY TO BE SACRIFICED.
Li Hung Chang Thinks a Settlement Cannot be Arrived at.

SHANGHAI, Feb. 23.—The latest edict of the Chinese court expresses the desire that Chi-hsien and Pau Chong Yu, now in the hands of the powers, be handed over for immediate execution.

Native newspapers assert that Li Hung Chang has telegraphed that the negotiations are at a deadlock and that he has memorialized the throne admitting his inability to arrive at a settlement, and offering himself for punishment in accordance with Chinese custom.

The Emperor has sent to Prince Ching and Li Hung Chang the draft of the proposed future court etiquette for the approval of the ministers of the powers.

Kindness of Company.
The wireless despatch from Wailuku elsewhere is an opening day favor to The Republican from the company.

**GEAR TO BE JUDGE
OF FIRST CIRCUIT**

WASHINGTON, Feb. 19.—The President today named George D. Gear of Hawaii to be second Judge of the Circuit Court of the First Circuit of Hawaii.

George D. Gear, who was appointed today Judge of the Circuit Court of Hawaii, is the man who preferred charges in the House against Delegate Wilcox of that country. He is an attorney.

WASHINGTON, Feb. 21.—Delegate Wilcox of Hawaii visited the President today to oppose the confirmation of Geo. D. Gear as Judge of the Circuit Court.

Court. Gear in his protest against the seating of Wilcox made charges against the latter's loyalty. Wilcox now returns by advising the President that Gear is "without qualifications for such an office as Judge and is without standing in Honolulu."

WASHINGTON, Feb. 19.—Senator Hanna, from the Committee on Commerce, today made a favorable report to the Senate upon Senator Perkins' amendment to the sundry civil appropriation bill, authorizing preliminary contracts to be made for a submarine cable from San Francisco to Honolulu. The amendment makes an appropriation of \$500,000, to be immediately available.

**SENATOR MORGAN
FIGHTS FOR CANAL**

WASHINGTON, Feb. 23.—In the Senate today, Mr. Morgan in a speech demanding that the Nicaragua canal bill should be made the regular order of the Senate, said that every parliamentary strategy was being used to defeat the bill. He thought it time for plain talk, while some of our people in authority were being kicked and cuffed about by King Edward VII; also that it is time for some attention to be given to this purely American enterprise.

Mr. Spooner took occasion to show why, in his opinion, the Nicaragua canal bill should not pass at this time. He referred to the Hay-Pauncefote treaty which had been adopted to clear the pathway for the canal. That treaty now was being considered by Great Britain and we could not pass the canal bill without giving great offense to Great Britain.

President pro tem Frye ruled that the Nicaragua canal bill and not the oceanographic bill was the regular order of unfinished business. The bill was displaced by the fortifications appropriation bill which was taken up without a roll-call. Previous to this action, Mr. Morgan asked that the Nicaragua canal bill be temporarily laid aside, to which Mr. Aldrich objected.

Conger Wants to Return.
DES MONIES, Iowa, Feb. 23.—Another cable message has been received from Minister Conger, in which he explains that his wife and daughter and niece, Miss Pierce, are in such a nervous condition that he fears to have them remain longer in Peking. He would be glad, he said, if he could come home and be governor of Iowa, but he could not well leave China unless for some good reason. President McKinley, it is said, has told Major Conger's friends positively that he wants Conger to stay in China.

The Cable Favored.
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**FOUR ISLANDS
IN COMMUNICATION**

Messages Are Flashed
Across Watery
Wastes.

WIRELESS TELEGRAPH ALL RIGHT
TWENTY-ONE MESSAGES RECEIVED FIRST DAY OPEN TO PUBLIC.

Time Signals to Lahaina and Return in Twelve Seconds—Beginning of Press News Service—Tentative Rate Schedule.

Wireless telegraphy between four islands of this group was inaugurated commercially yesterday. Many messages had previously been sent across the wide sea channels, as matters of special convenience to outside parties and as experiments by the Hawaiian inter-island Telegraph Co. Now, however, the chief terminal office of Honolulu and all the relay stations between here and Lahaina, Maui, were opened to receive business at rates duly advertised. The schedule of charges, it may be said in passing, is as yet tentative and subject to revision by the board of directors.

Twenty-one messages in all were transmitted, outward and inward, upon the first day of operation. The news of the loss of the Rio de Janeiro was spread to Molokai, Lanai and Maui within a few minutes after it had thrown its gloom over Honolulu. When the system is extended to the island of Hawaii from Maui and to the island of Kauai from Oahu, every important item of intelligence originating either at home or abroad will pulsate throughout all of the inhabited islands of the Territory simultaneously.

Regarding the speed of relaying from station to station, a standard was attained on the opening day which will hardly need to be surpassed. At every station there is a regulator clock for securing uniformity of time in the system. Each morning, the time is sent from the head office in Honolulu, touching every wireless telegraph station clear through to Lahaina. The stations return a check signal indicating receipt of the time.

Yesterday at this interesting operation, the time was sent through Wailua, the station on this island, to the islands of Molokai, Lanai and Maui and the check received back from all stations in twelve seconds after it was ticked off at Wailua. When it is considered that the message has to be handled at every intermediate station, the time made leaves nothing to be desired.

As an ordinary news conveyer the wireless telegraph furnishes an instance of its value to readers of this issue of The Republican. Elsewhere will be found a highly interesting item of news from Maui flashed across two channels yesterday.